

SOUTH JORDAN CITY CITY COUNCIL REPORT

Meeting Date: 12/06/2022

Issue: **RISE**
 LAND USE AMENDMENT AND REZONE
 Land use boundary adjustment between AP (Agricultural Preservation) and
 MU (Mixed Use), and a rezone from A-5 (Agricultural, minimum 5 acre lot)
 to R-M-PD (Residential-Multiple-Planned Development Floating Zone) Zone

Address: **10657 S. 1055 W.**
File No: **PLZBA202200147**
Applicant: **Bryan Flamm, DAI Inc.**

Submitted by: Damir Drozdek, Planner III
 Jared Francis, Senior Engineer

Presented by: Steven Schaefermeyer, Director of Planning

Staff Recommendation (Motion Ready):

1. Development Agreement—I move that the City Council **approve** Resolution R2022-39 authorizing the Mayor to sign the development agreement.
2. Land Use Amendment—I move the City Council **approve** Resolution R2022-40 approving the proposed land use amendment.
3. Zone Change—I move the City Council **approve** Ordinance No. 2022-07-Z approving the proposed zone change.

ACREAGE:	Approximately 18 acres
CURRENT ZONE:	A-5 (Agricultural, min. 5 acre lot) Zone
CURRENT USE:	Single-family residence and unimproved land
FUTURE LAND USE PLAN:	MU (Mixed Use) and AP (Agricultural Preservation)
NEIGHBORING ZONES/USES:	North – R-1.8, A-5 and C-C / Mix of single-family residences, vacant and unimproved land, and commercial (office) space South – A-5 / Pasture fields West – A-5 / 1055 West East – P-O / RiverPark Corporate Center (office park)

STANDARD OF APPROVAL

1. LAND USE AMENDMENT:

The general plan may be amended by resolution of the City Council as follows:

- A. The process to amend the general plan and future land use map may be initiated by members of the City Council, by the City Manager or Planning Director, or by the owner of a subject property or his or her agent. A general plan land use or text amendment which is not initiated by the City may not be reinitiated for an amendment which was considered within the previous year without a majority vote of the City Council. A land use amendment should not impair the development potential of the subject parcel or neighboring properties.
- B. The Planning Commission shall hold a public hearing, as required by state law, after which the commission may modify the proposed general plan amendment. The Planning Commission shall then forward the proposed general plan amendment to the City Council.
- C. After receiving the recommendation of the Planning Commission, the City Council shall hold a public hearing, and may accept, accept with modifications, or reject the proposed general plan amendment.

(City Code § 17.12.030)

2. REZONE:

The rezoning of property may not be considered if the proposed zoning does not conform to the general plan. The following guidelines shall be considered in the rezoning of parcels:

- A. The parcel to be rezoned meets the minimum area requirements of the proposed zone or if the parcel, when rezoned, will contribute to a zone area which meets the minimum area requirements of the zone.
- B. The parcel to be rezoned can accommodate the requirements of the proposed zone.
- C. The rezoning will not impair the development potential of the parcel or neighboring properties.

(City Code § 17.22.020)

BACKGROUND:

The applicant is requesting a land use amendment and a zone change to construct a mixed residential development on property located at 10657 S. 1055 W. The parcel is located on the hillside to the west of the River Park Corporate Center and east of 1055 West. It is the largest parcel in the area at roughly 18 acres.

The project will consist of 134 townhomes, 20 twin homes and one single-family home. The twin homes will be generally located along the north project boundary. They will be single-story buildings with bonus rooms in the attics and have front-loaded garages. The townhomes will make up the majority of the project and be evenly distributed throughout the property. All townhomes will be two-story buildings, and will be both front and rear loaded depending on the location. Exterior finishes on the twin homes will consist mainly of fiber cement and stone, while the townhomes will have a combination of either stone and fiber cement, or brick and fiber cement. The design of the single-family home has not been submitted but must comply with the current City requirements for single-family homes.

The project's main road will extend River Stone Way (10840 South) through the project to the adjacent property on the project's north boundary. This stub road will provide access to that property when it develops in the future. While River Stone Way will have a 62-foot right-of-way (ROW), the majority of other roads in the project will have a 33-foot ROW. One of these roads will connect to 1055 West at the west end of the project. All roads in the project will be public except for the 21-foot-wide private alleys between garages that will be located on the south side of the project.

To facilitate development and provide access for the Robbins property to the south, two stub roads will be provided, one at the southeast side of the project near the canal trail, and the other at the southwest side of the project. Due to grading challenges, a small section of the stub road on the southwest side will not be improved but will be dedicated for future improvements. It is anticipated that future development to the south will work around the grade difference to make the connection possible at this location.

The project will have various amenities including but not limited to open space, a dog park, and a clubhouse. There will be a pedestrian connection to the canal trail, and all roads will have a sidewalk on at least one side of the street to promote walkability throughout the project. The project will be surrounded by a six-foot vinyl privacy fence, except for the side along the canal, where a six-foot rail fence will be built to tie into the canal trail and the surrounding area. Landscaping will comply with the City's water efficiency standards.

The applicant has agreed to build six off-site pickleball courts at the City's East Riverfront Park. These courts will benefit all residents and will become public once constructed and accepted by the City. By including the land area where the applicant will build the pickleball courts, the project will have an overall density of eight units per acre.

Development Agreement:

The proposed land use change and rezone requires the applicant to enter into a development agreement approved by the City Council. Approval of the proposed PD Floating Zone and development agreement will allow the underlying zone to be modified to accommodate development that may incorporate design elements and a mixture of uses that represent a significant improvement in quality over what could otherwise be accomplished by the underlying zone. The proposed development agreement will provide general requirements for the development and include terms addressing items such as site layout, architecture, amenities and

circulation that are more than what City Code requires. Staff and the applicant have negotiated and proposed a development agreement that includes the following:

- The project will be built according to the concept plan and elevations attached to the agreement.
- All roads within the project will be public and maintained by the City. Only alleys between the buildings will be private and maintained by the HOA.
- Streets will be built according to the plans submitted and River Stone Way (10840 South) will be posted as “no parking.”
- The project’s fencing will be installed according to the fencing plan attached to the development agreement.
- The applicant will construct all amenities shown on the concept plan and the six public pickleball courts in the City’s Riverfront Park according to a specified timeline.

Attached to this report are many of the exhibits that will be attached to the development agreement, including the concept plan. The City Council may include additional provisions in the development agreement.

PLANNING COMMISSION RECOMMENDATION:

On November 8, 2022, the Planning Commission voted to recommend approval of the application by a vote of 4-1 (Commission Chair, Michele Hollist, voted against recommending approval to the City Council). The recommendation of approval included the following suggestions and changes to the project:

- That the City Council address the proposed road that connects to 1055 West by:
 - addressing the designation of 1055 West as a historic road and any improvements or widening of the road that may be needed; and
 - requiring changes to the proposed road that will better protect existing homes along 1055 West.
- Require masonry fences between the project and the north and south properties instead of vinyl to protect the current agricultural use.

After the Planning Commission meeting the applicant made the following changes to the concept plan in response to the Commission’s concerns:

- Shifted the road that connects to 1055 West south by 2.5 feet. Although this is a small shift, it will provide an opportunity of possibly preserving some of the trees along the northern boundary of the property, which should also provide a better buffer for the adjacent property.
- Adjusted the shape of the single-family lot to provide a bit more transition from 1055 West and the townhomes in the project, and to create the possibility of preserving existing trees.
- The west townhome building shifted south to accommodate the road shift.
- Added five parking stalls bringing the project total to four stalls/unit.

- Removed the sidewalk along the south property line the slope makes the sidewalk infeasible. The overall connectivity, however, is not substantially impacted because there are other sidewalks that connect southern townhome units to the project.

The applicant did not make changes to the fencing plan and proposed vinyl fencing on the north and south boundaries because the neighboring properties have a high probability of being developed in the near future. Additionally the applicant believes that with existing animal fencing in place, the proposed vinyl fence will suffice.

STAFF FINDINGS, CONCLUSIONS & RECOMMENDATION:

Findings:

- As required by the PD Floating Zone process (*see* City Code § 17.130.050.020.A.1), the project was reviewed at a City Council study session meeting on August 2, 2022. Based on that discussion, the applicant chose to move forward with the proposal and negotiate development agreement terms with City staff.
- The Architectural Review Committee reviewed building elevations and architecture on August 24, 2022, and unanimously recommended approval of the building designs.
- The application meets the rezone standards of approval of the City Code.
- The project will be a “for-lease” product.
- The required development agreement provides predictability for how the property will look and be used. Any changes to the use will require further approvals and a modification of the development agreement by the City Council.
- The “Mixed Use Opportunity - (MU)” land use designation is defined in the General Plan as follows: “Mixed Use Opportunity identifies areas that are currently either undeveloped or underdeveloped and adjacent to Economic Centers. The intent is to elevate these areas from single land uses to an integrated mix of commercial, retail, office, residential, and light industrial land uses. Mixed use opportunity supports both horizontal and vertical mix of uses and shall result in walkable areas that are activated with employees during weekdays and residents, restaurants, and entertainment during evenings and weekends.”
- The “Agricultural Preservation - (AP)” land use designation is defined in the General Plan as follows: “Agricultural Preservation identifies areas with current and/or historic agricultural usage. Though these properties are a beloved asset to the community, future development is probable. Future development shall be primarily residential and serve to preserve the agricultural character in the forms and character of the development. Cluster style development will be encouraged to preserve the agricultural use/open space where possible. Small scale, neighborhood commercial uses could be strategically placed consistent with surrounding land uses and/or at the core of the neighborhood to provide a themed service base for neighborhood gathering.”
- The project will meet the following strategic priorities:
 - DAOS-1. Develops a quality parks, trails and recreation facilities system
 - DAOS-4. Offers a variety of park amenities, recreation and art programs and community events for all ages and abilities
 - SG-1. Implements effective policies and programs to ensure the accomplishment of the General Plan and its related goals and objectives while using a variety of financial tools (e.g. RDA housing funds) to ensure diverse and affordable housing types

- SG-2. Creates and supports environmentally sustainable programs including water conservation, recycling, energy conservation, and air quality improvement to ensure the financial well-being and long-term sustainability of the community

Conclusion:

Based on the findings, the application is consistent with the goals and policies of the General Plan and the City’s Strategic Priorities.

Recommendation:

Based on the findings and conclusion listed above, Staff recommends that the City Council take comments at the public hearing and **approve** the application, unless, during the hearing, facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

FISCAL IMPACT:

A fiscal impact analysis table and graphics are attached to the report.

ALTERNATIVES:

- Approve an amended application.
- Deny the application.
- Schedule the application for a decision at some future date.

SUPPORT MATERIALS:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Aerial Map • Future Land Use Map • Zoning Map • Building Elevations • Concept (Site) Plan • Concept (Site) Plan with highlighted changes • Fencing Plan • Amenity Exhibit • Pickle Ball Concept | <ul style="list-style-type: none"> • Fiscal Analysis • Infrastructure Analysis • Traffic Impact Study • Resolution R2022-39 and the Development Agreement • Resolution R2022-40 <ul style="list-style-type: none"> • Exhibit ‘A’- Future Land Use • Ordinance 2022-07-Z <ul style="list-style-type: none"> • Exhibit ‘A’ – Zoning Map |
|---|---|

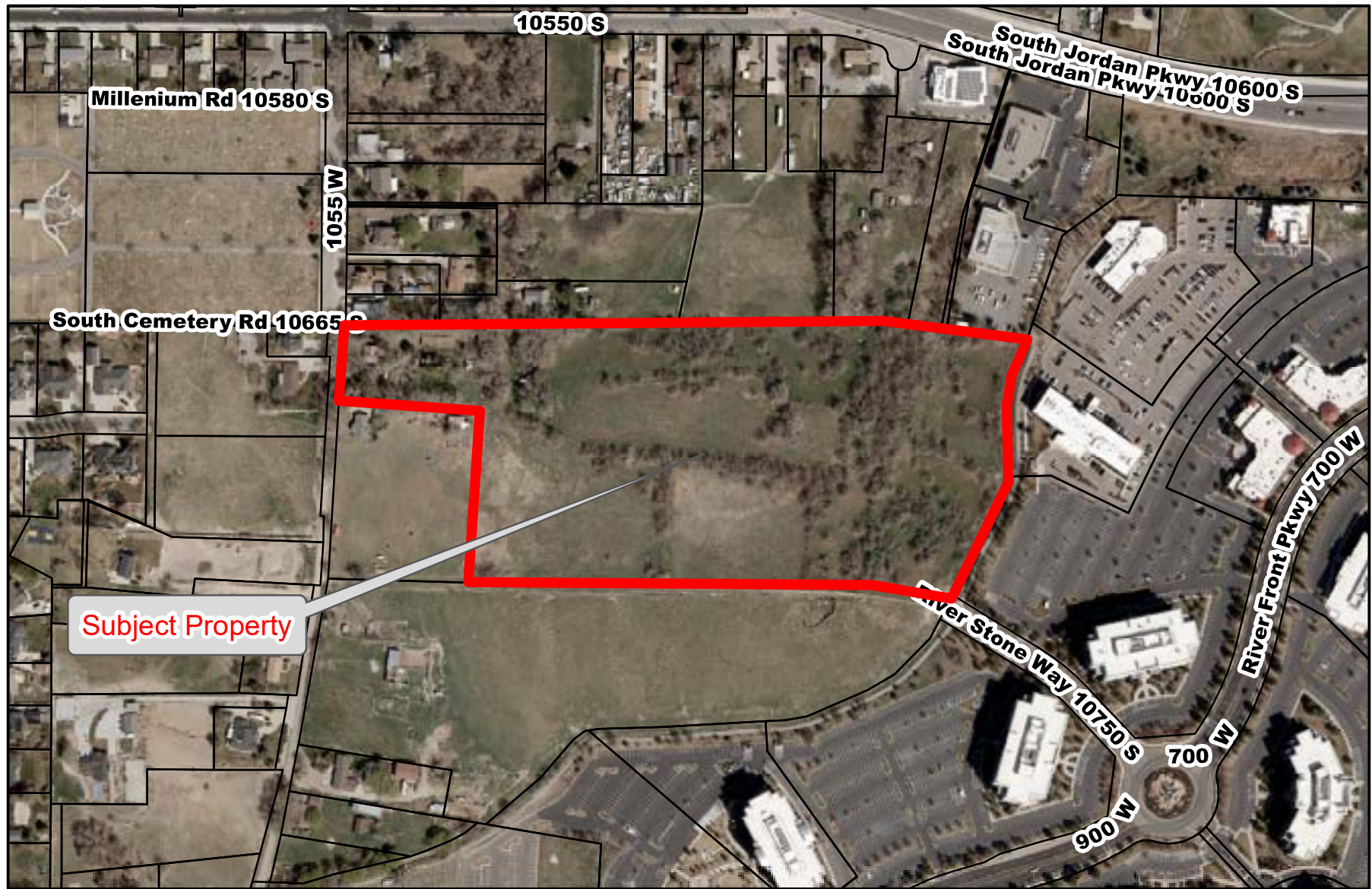
DEPARTMENT APPROVAL


Damir Drozdek
Damir Drozdek (Dec 2, 2022 10:57 MST)

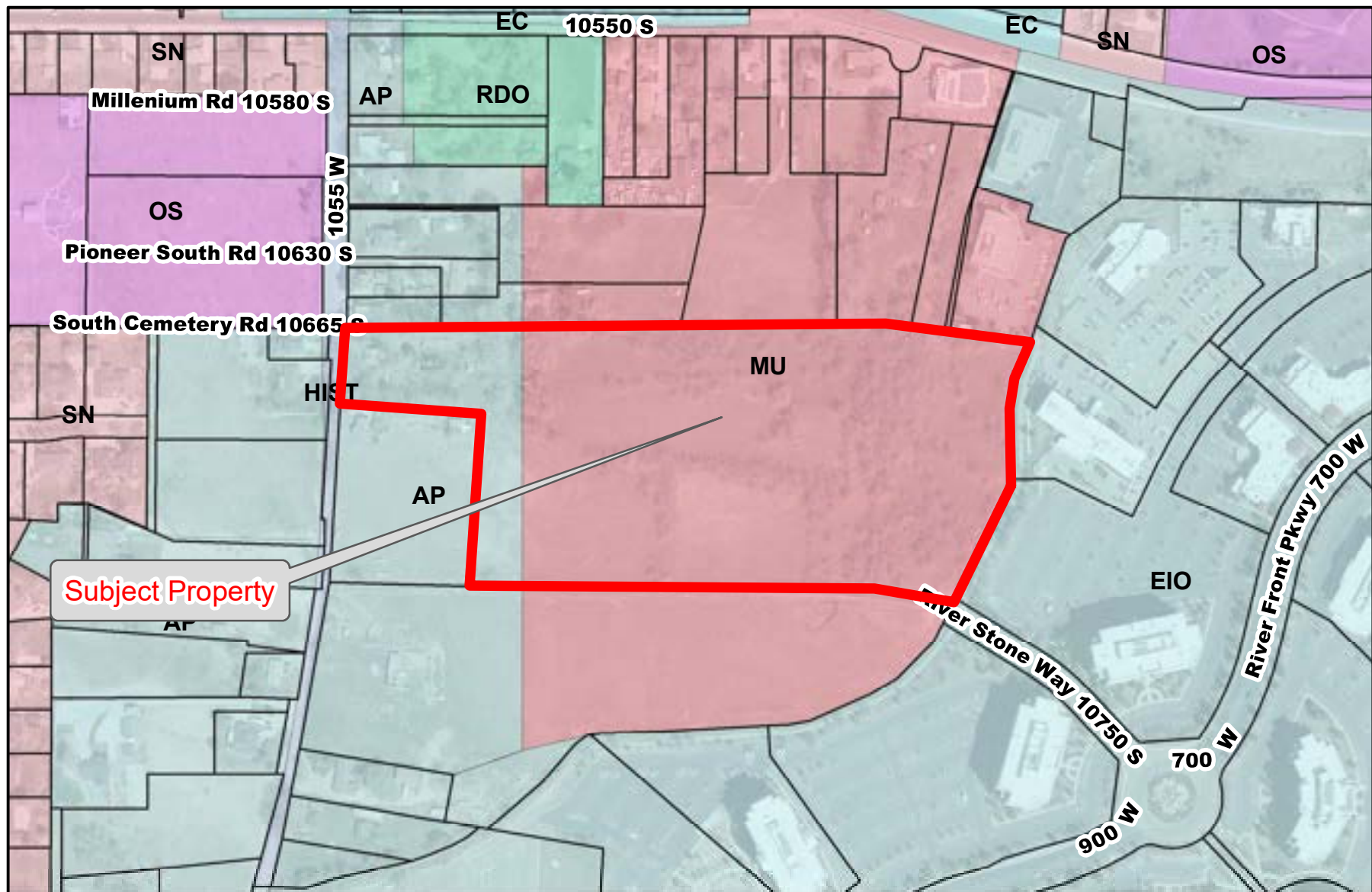
Damir Drozdek, AICP
 Planner III, Planning Department

Steven Schaefermeyer
Steven Schaefermeyer (Dec 2, 2022 11:11 MST)

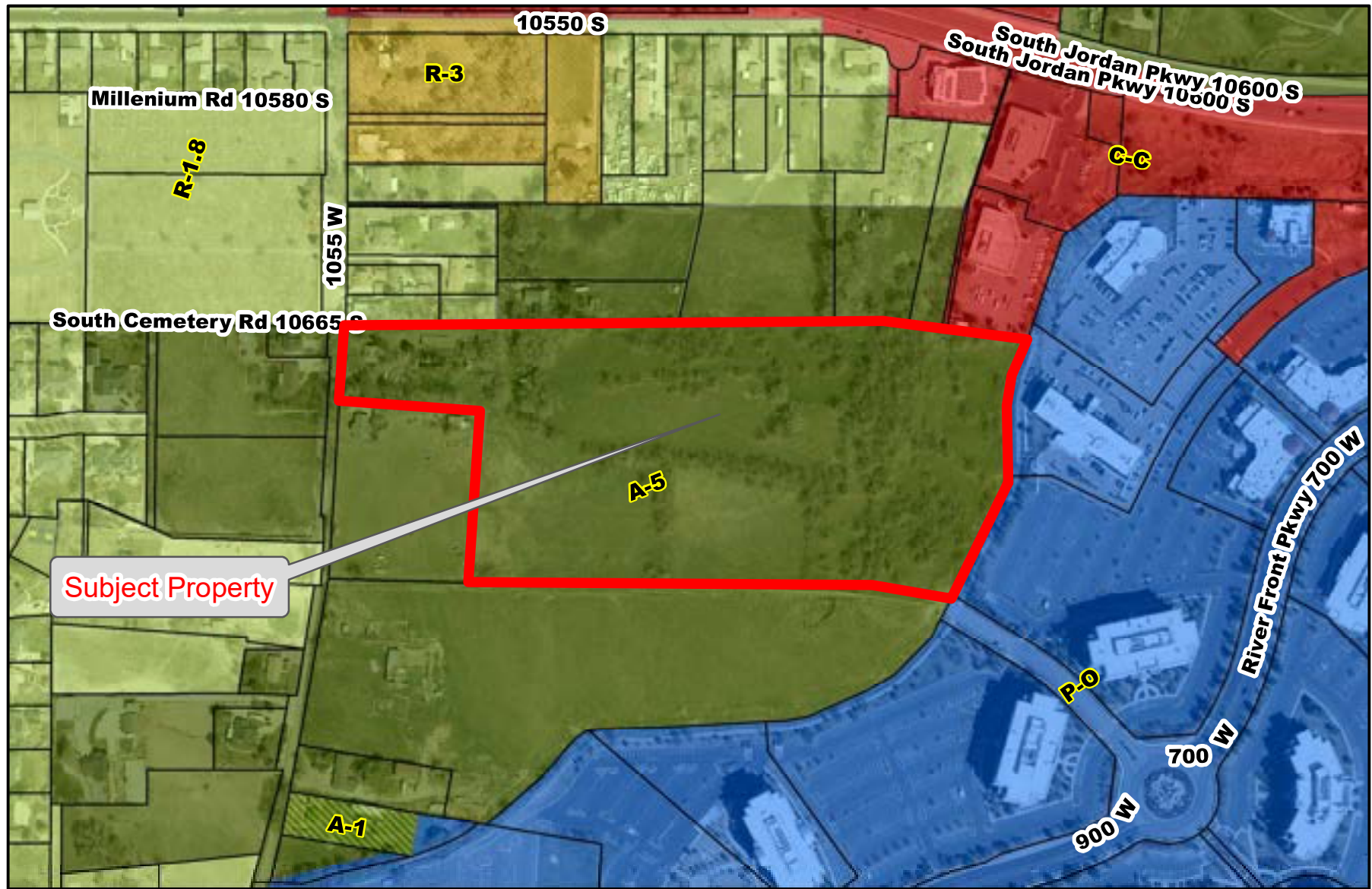
Steven Schaefermeyer
 Director of Planning




<p>Legend</p> <p>STREETS</p> <p>PARCELS</p>	<p>Aerial Map</p> <p><i>City of South Jordan</i></p>	<p>0 105 210 420 630 840 Feet</p> <p>Aerial Imagery 2021</p> 
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Legend STREETS PARCELS	<h2>Future Land Use Map</h2> <h3>City of South Jordan</h3>	<p>0 105 210 420 630 840 Feet</p> <p>Aerial Imagery 2021</p> 
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<p>Legend</p> <p>STREETS</p> <p>PARCELS</p>	<h2>Zoning Map</h2> <h3>City of South Jordan</h3>	<p>0 105 210 420 630 840 Feet</p> <p>Aerial Imagery 2021</p> 
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RISE - DESIGN PAGAGE

SOUTH JORDAN, UTAH

15 AUG, 2022



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SOUTH JORDAN, UTAH

TYPICAL FRONT
LOAD BLDG TYPE 1
- RENDERING

D101

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TYPICAL FRONT
LOAD BLDG TYPE 1
- RENDERING 2

D102

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TYPICAL REAR
LOAD BLDG TYPE 2
- RENDERING

D105

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TYPICAL TWIN
HOME BLDG TYPE
- RENDERING

D106

15 AUG, 2022



FRONT ELEVATION SD
3/16" = 1'-0"

1
001



REAR ELEVATION SD
3/16" = 1'-0"

2
001



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SOUTH JORDAN, UTAH

TYPICAL FRONT
LOAD BLDG TYPE 1
- ELEVATIONS

D201

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LEFT ELEVATION SD
3/16" = 1'-0"

1
SDS



RIGHT ELEVATION SD
3/16" = 1'-0"

2
SDS

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SOUTH JORDAN, UTAH

TYPICAL FRONT
LOAD BLDG TYPE 1
- ELEVATIONS

D202

15 AUG, 2022



FRONT ELEVATION
1/4" = 1'-0"



RIGHT ELEVATION
1/4" = 1'-0"



LEFT ELEVATION
1/4" = 1'-0"



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TYPICAL REAR
LOAD BLDG TYPE 1
- ELEVATIONS

D205

15 AUG, 2022



REAR ELEVATION
1/4" = 1'-0"

3
D202



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TYPICAL REAR
LOAD BLDG TYPE 1
- ELEVATIONS

D206

15 AUG, 2022



FRONT ELEVATION
1/4" = 1'-0"

1
D207



LEFT ELEVATION
1/4" = 1'-0"

2
D207



RIGHT ELEVATION
1/4" = 1'-0"

3
D207

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TYPICAL REAR
LOAD BLDG TYPE 2
- ELEVATIONS

D207

15 AUG, 2022



REAR ELEVATION

1/4" = 1'-0"

3
00%

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TYPICAL REAR
LOAD BLDG TYPE 2
- ELEVATIONS

D208

15 AUG, 2022



FRONT ELEVATION
1/4" = 1'-0"

1
200



REAR ELEVATION
1/4" = 1'-0"

2
200

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TYPICAL REAR
LOAD BLDG
TYPE 3 -
ELEVATIONS

D209

15 AUG, 2022



LEFT ELEVATION
1/4" = 10'



RIGHT ELEVATION
1/4" = 10'



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TYPICAL REAR
LOAD BLDG.
TYPE 3 -
ELEVATIONS

D210

15 AUG, 2022



FRONT ELEVATION DD
 Size: 11'x21'

1
 2021



REAR ELEVATION DD
 Size: 11'x21'

2
 2021



DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

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TYPICAL REAR
 LOAD BLDG TYPE 4
 - ELEVATIONS

D211

15 AUG, 2022

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RIGHT ELEVATION DD
1/4" = 1'-0"



LEFT ELEVATION DD
1/4" = 1'-0"



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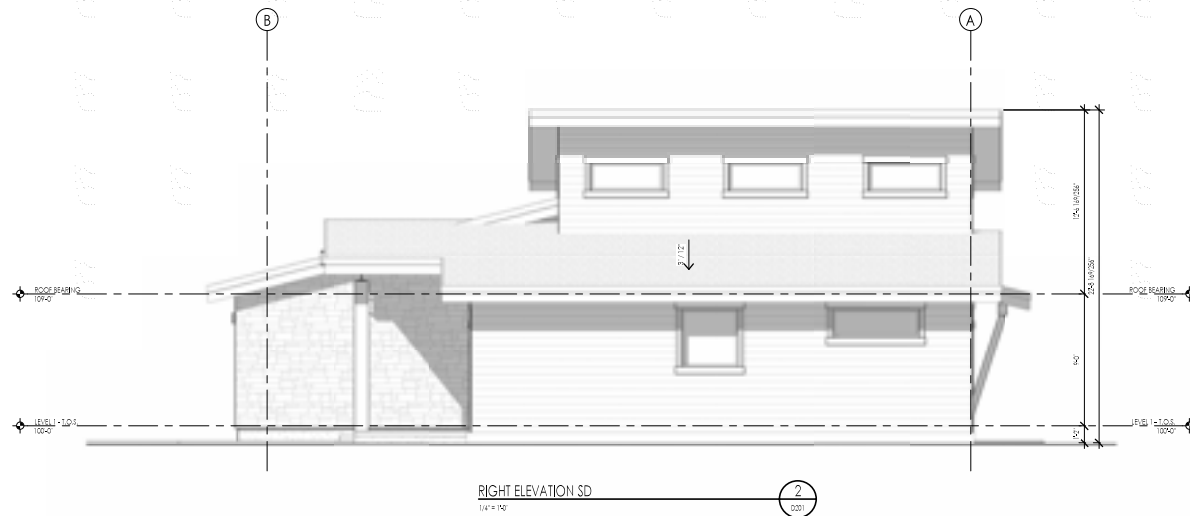
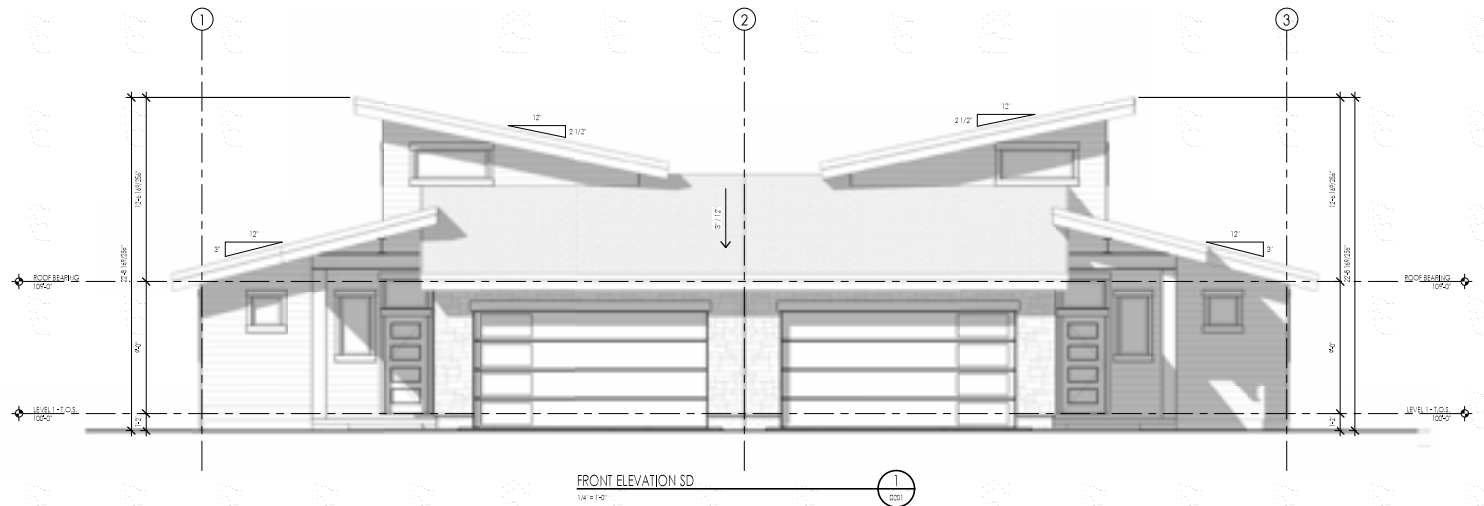
RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR
LOAD BLDG TYPE 4
- ELEVATIONS

D212

15 AUG, 2022



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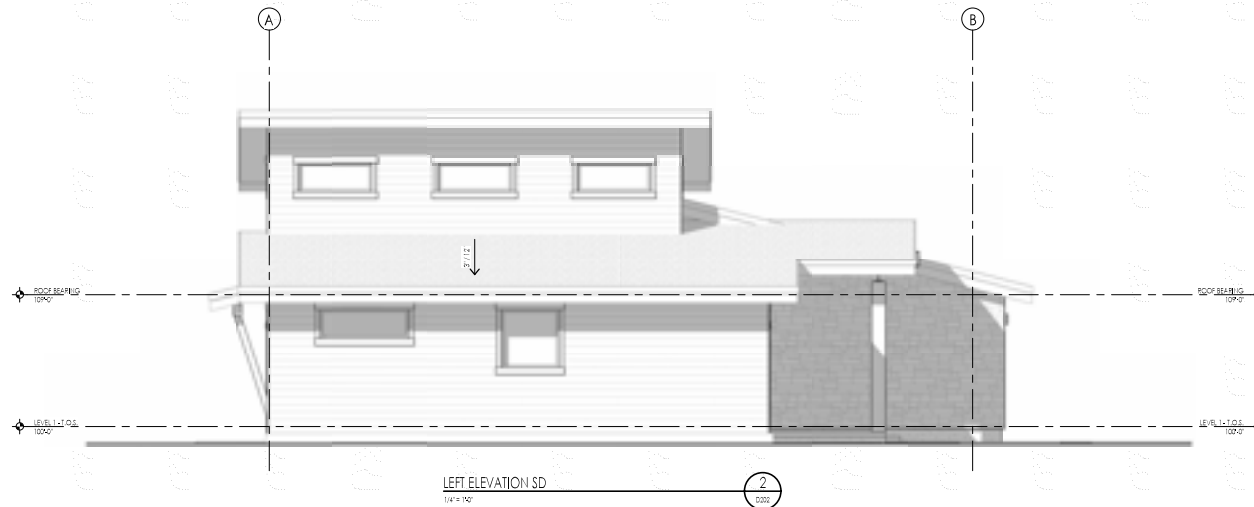
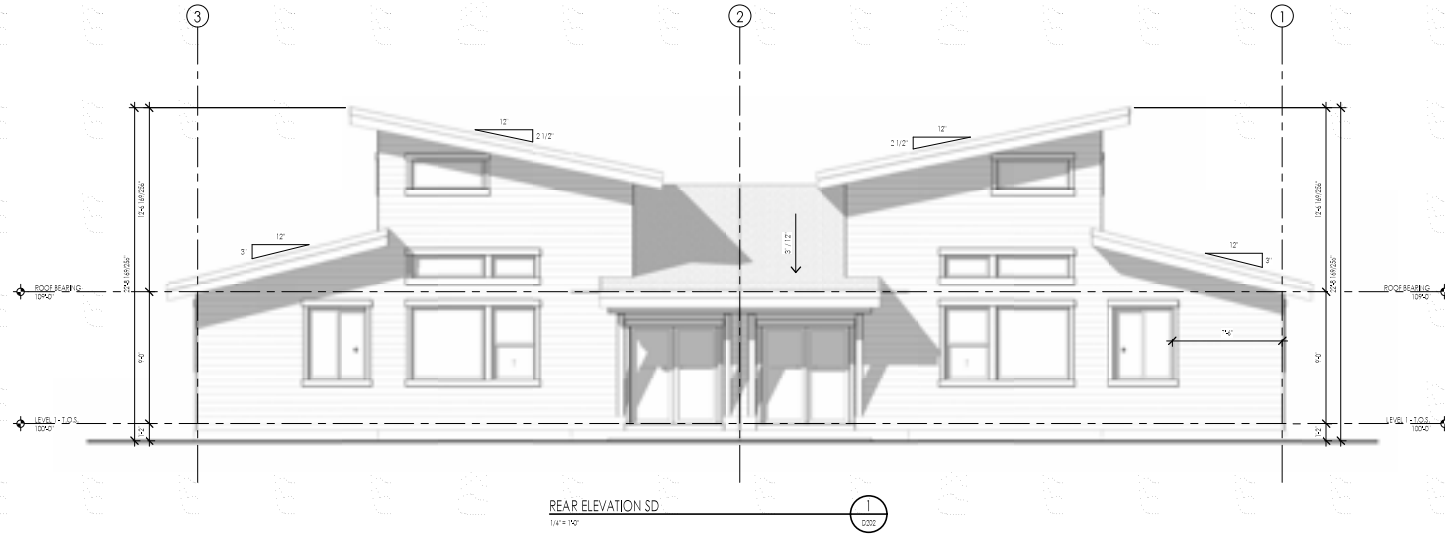
RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL TWIN
HOME BLDG TYPE -
ELEVATIONS

D213

15 AUG, 2022



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RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL TWIN
HOME BLDG TYPE -
ELEVATIONS

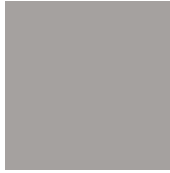
D214

15 AUG, 2022

HIGHLIGHT/POP OUT COLOR FOR FRONT LOAD BUILDINGS



Hardie - Color 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray



Fiber Cement Trim 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray
Use for trim at
Hardie - Color 1



Hardie - Color 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter



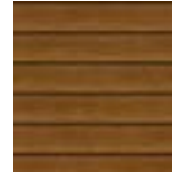
Fiber Cement Trim 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter
Use for trim at
Hardie - Color 2
and Transition Trim



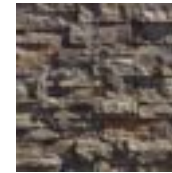
Board & Batt Siding
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore



Fiber Cement Trim 3
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore
At all trim in and
around Board and
Batt Rock Bottom
Siding



Fiber Cement - Accent Stone (Front Load)
Manufacturer:
Allura, Hardie, or Eq.
Color:
Maple



Manufacturer:
Dutch Quality
Color:
Ashen Dry Stack



Brick (Rear Load)
Manufacturer:
Interstate
Color:
Coal

NOTE: ENTRY DOORS AND GARAGE DOORS TO BE SOLID DOORS, NO GLASS



Front Door Opt. 1
Manufacturer:
TBD
Color:
SW 9149 Inky Blue



Front Door Opt. 2
Manufacturer:
TBD
Color:
SW 7069 Iron Ore



Gar. Door
Manufacturer:
CHI Overhead Doors
Color:
Bronze



Alum Fascia/Soffit
Manufacturer:
Mastic
Color:
Dark Bronze



Roofing
Manufacturer:
CertianTeed
Color:
Moire Black

COLORS FOR SELECT TWIN HOME BUILDINGS



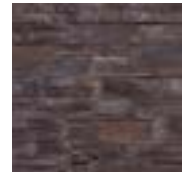
Hardie - Color 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray



Fiber Cement Trim
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter

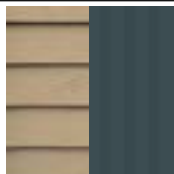


**Alum Fascia/Soffit/
Columns/ Beams**
Manufacturer:
Mastic
Color:
Dark Bronze

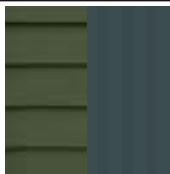


Stone (Front Load)
Manufacturer:
Dutch Quality
Color:
DS Ashen

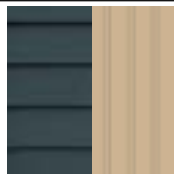
HIGHLIGHT/POP OUT COLOR CONFIGURATIONS FOR REAR LOAD BUILDINGS



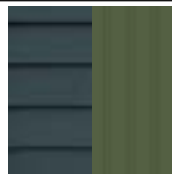
Siding - Highlight
Manufacturer:
TBD
Color:
Whole Wheat /
Evening Blue



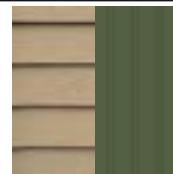
Siding - Highlight
Manufacturer:
TBD
Color:
Mountain Sage /
Evening Blue



Siding - Highlight
Manufacturer:
TBD
Color:
Evening Blue /
Whole Wheat



Siding - Highlight
Manufacturer:
TBD
Color:
Evening Blue /
Mountain Sage



Siding - Highlight
Manufacturer:
TBD
Color:
Whole Wheat /
Mountain Sage



Siding - Highlight
Manufacturer:
TBD
Color:
Mountain Sage /
Whole Wheat



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DAI - RISE

SOUTH JORDAN, UTAH

COLOR/MATERIAL
BOARD

D501

15 AUG, 2022

Unit Type Key	
Twin Homes	20
Townhomes	122
Total Units	142
Property Acreage Acreage	17.813
Density/Acre	7.971706

Additional Townhomes	12
City Park Improvement Acreage	1.4
Total Units with additional Townhomes	154
Combined Site & Park Improvement Acreage	19.213
Density/Acre	8.0

Parking	
Garage Stalls	308
Driveways	240
Guest	76
Total	624
Parking/Unit	4.05

HATCHED AREA TO BE DEDICATED AS PUBLIC RIGHT OF WAY

TYPICAL SETBACKS AND SITE DIMENSIONS

20' SETBACK AROUND PROPERTY PERIMETER
 30' SETBACK FROM BACK OF CURB ALONG MAIN ROAD
 5' OR 20' AT REAR LOAD DRIVEWAYS TO GARAGE DOOR
 18.5' TO 20'+ AT FRONT LOAD DRIVEWAYS TO GARAGE DOOR
 12' MINIMUM BETWEEN BUILDINGS

Shifted PL closer to TH's to increase size of Single Family Lot (new legal description coming soon)

Road shifted 2.5' south to allow for salvaging of trees.

This building shifted south to accomodate road shift

5 more parking stalls provided (now at 4 stalls per unit)

Unit Type Key	
Twin Homes	20
Townhomes	122
Total Units	142
Property Acreage Acreage	17.813
Density/Acre	7.971706

Additional Townhomes	12
City Park Improvement Acreage	1.4
Total Units with additional Townhomes	154
Combined Site & Park Improvement Acreage	19.213
Density/Acre	8.0

Parking	
Garage Stalls	308
Driveways	232
Guest	76
Total	616
Parking/Unit	4.00

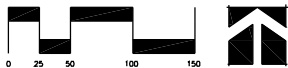
TYPICAL SETBACKS AND SITE DIMENSIONS

20' SETBACK AROUND PROPERTY PERIMETER
 30' SETBACK FROM BACK OF CURB ALONG MAIN ROAD
 5' OR 20' AT REAR LOAD DRIVEWAYS TO GARAGE DOOR
 18.5' TO 20'+ AT FRONT LOAD DRIVEWAYS TO GARAGE DOOR
 12' MINIMUM BETWEEN BUILDINGS

Removed South sidewalk. We have to do quite a bit of retaining here and the slopes aren't conducive to a south-end walk.



November 10, 2022



Concept Plan
 Rise, South Jordan, Utah

Vinyl Privacy — Vertical Slats — Color TBD

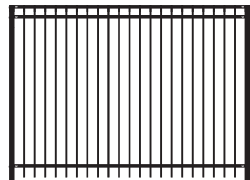


NVP Fence Colors: Clay / Slate Gray



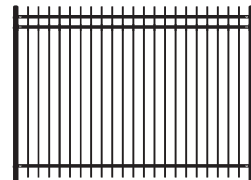
Fortress Semi-Privacy — Black

OPTION 1

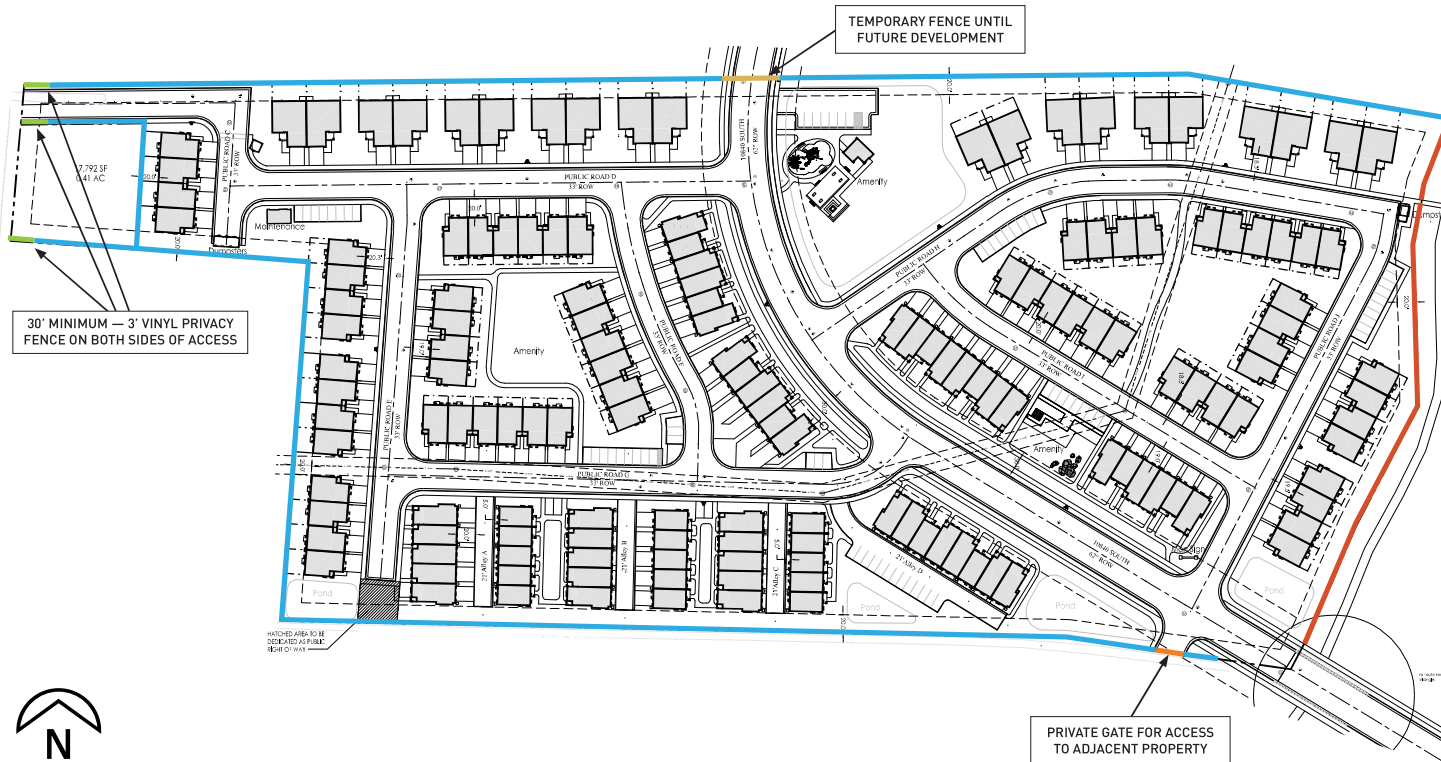


Flat Top 2 + 3 Rails - 71" (1803mm)

OPTION 2



Extended Picket 2 + 3 Rails - 71" (1803mm)



RISE
TOWNHOMES

PROPOSED FENCING PLAN






Fencing Key

Blue	6' Vinyl Privacy Fence
Green	3' Vinyl Privacy Fence
Red	6' Fortress Fence
Yellow	Temporary Fence
Orange	Private Gate

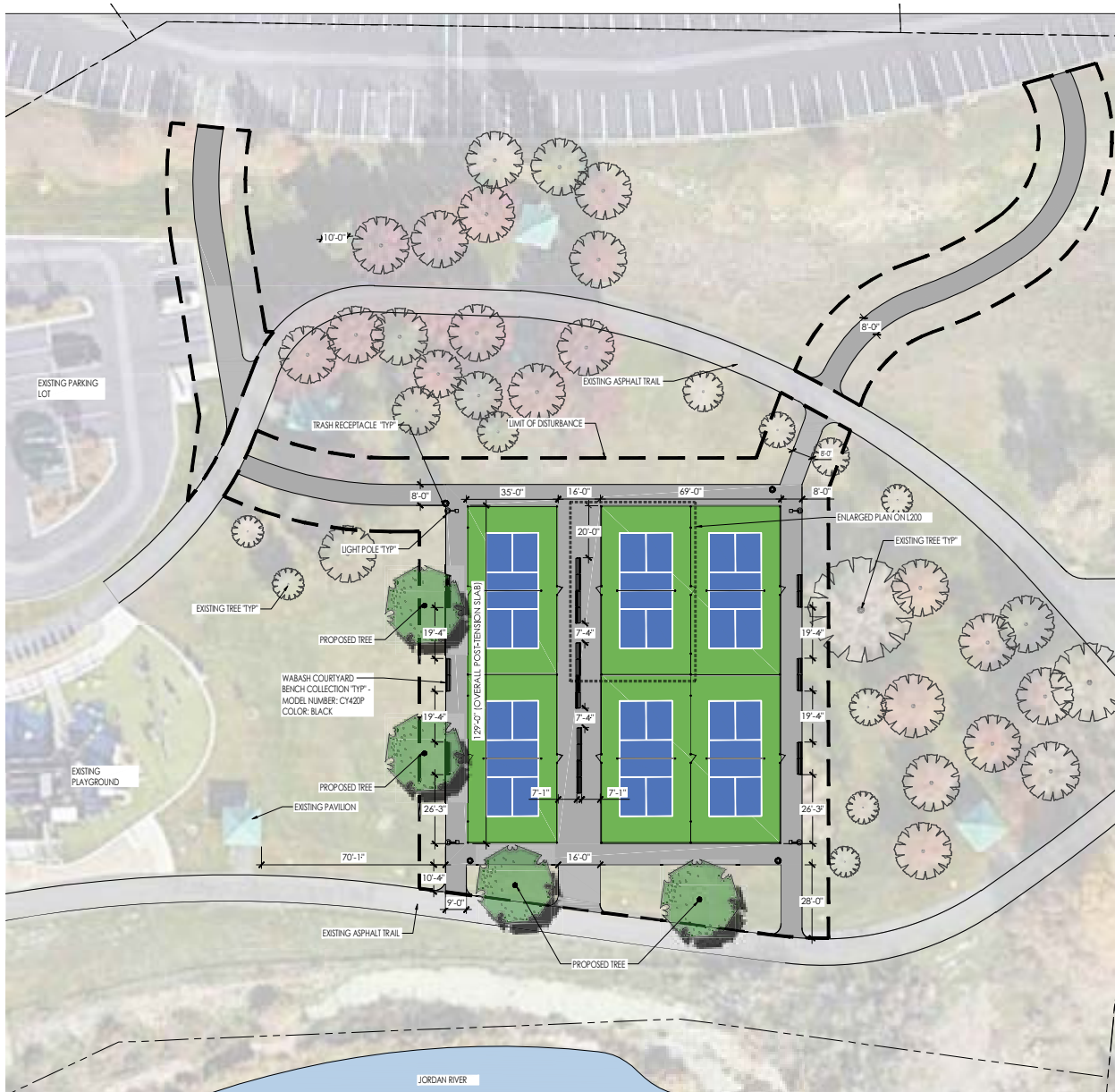
DAI
UTAH'S FOREMOST LAND DEVELOPER



COMMUNITY AMENITIES

Amenities	
	Clubhouse
	Playground
	Fire Pit
	Cornhole
	Dog Park





NOTE:

1. ALL CURRENT TREE LOCATIONS, SITE DIMENSIONS, AND WALKWAYS ARE TO BE CONFIRMED IN THE FIELD.
2. LIGHT FIXTURES TO BE DETERMINED BY ELECTRICAL ENGINEER.



Architecture

Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

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Fax: 801.248.1425
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DAL-RISE PARK
SOUTH JORDAN, UTAH

PROJECT NO. 18027
DATE: OCT. 19, 2022
REVISIONS:

SHEET TITLE:
Concept plan

SHEET NUMBER:

L100

LANDSCAPE



Think

Architecture

Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

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Ph: 801.248.0055
Fax: 801.248.1425
www.thinkpk.com

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DAI - RISE PARK
SOUTH JORDAN, UTAH

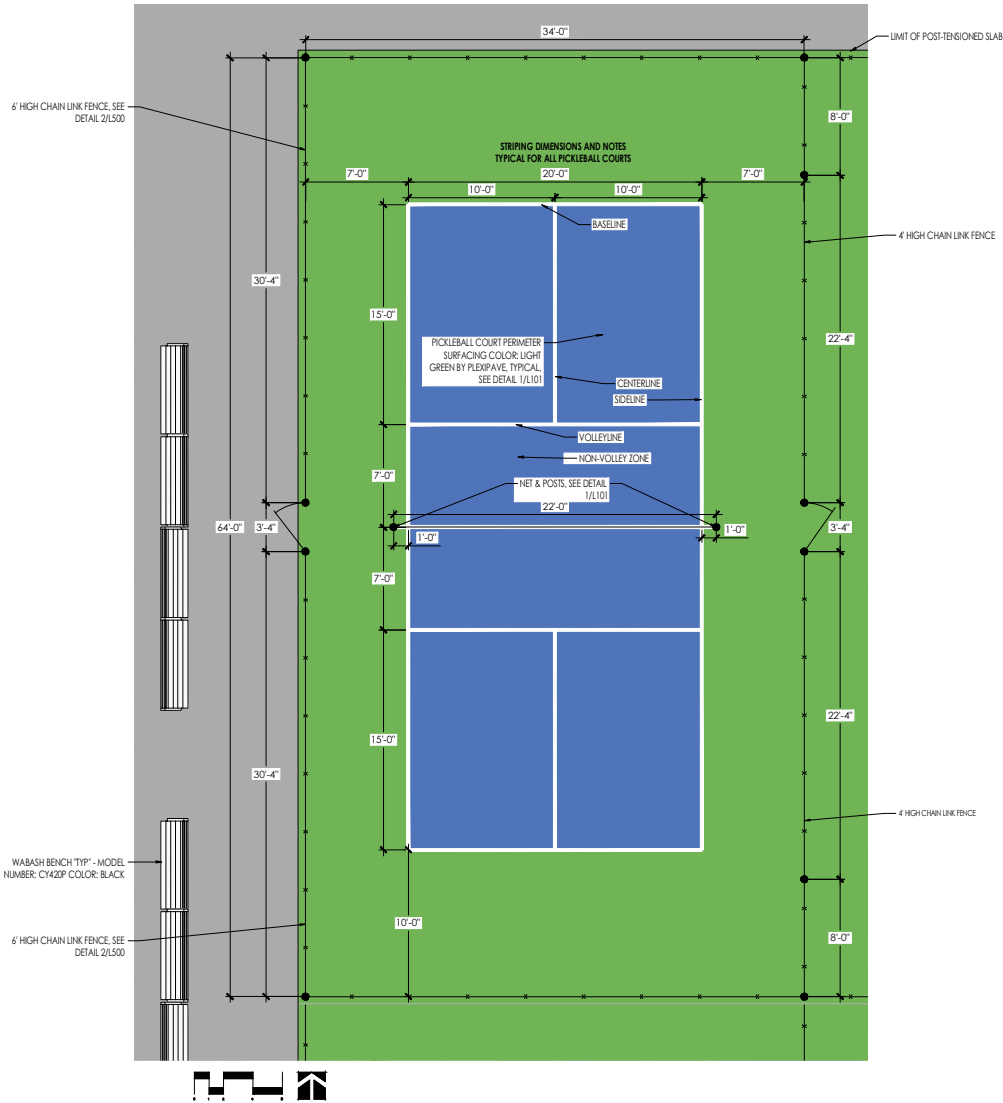
PROJECT NO. 18027
DATE: OCT. 19, 2022
REVISIONS:

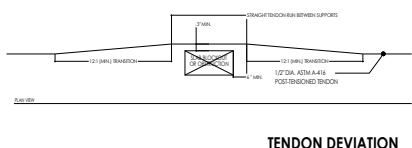
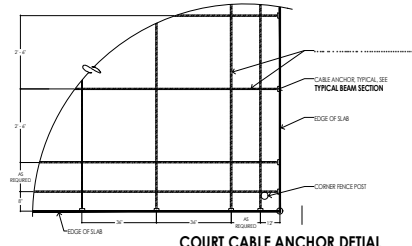
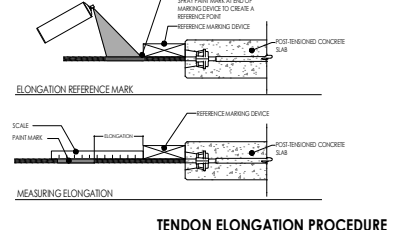
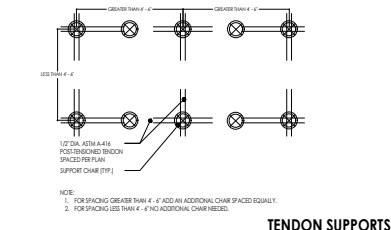
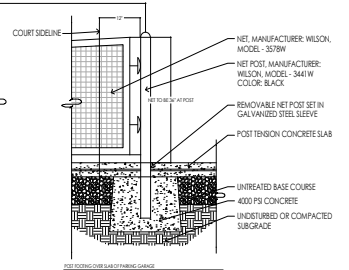
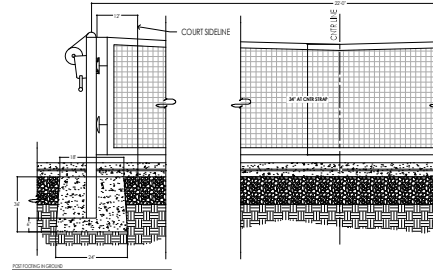
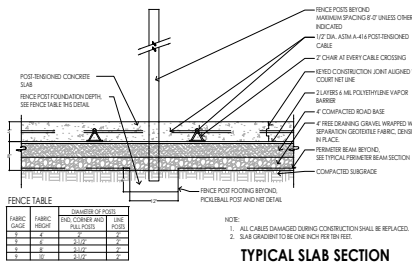
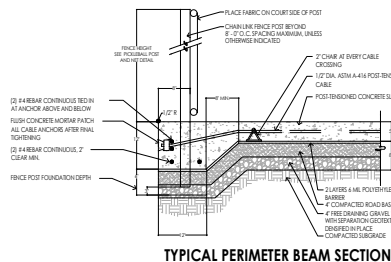
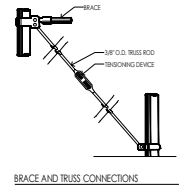
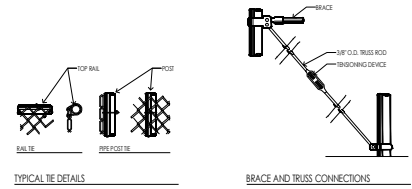
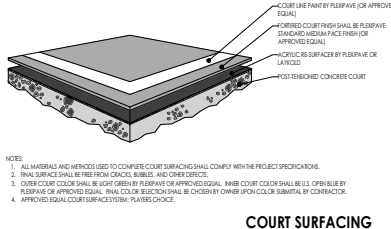
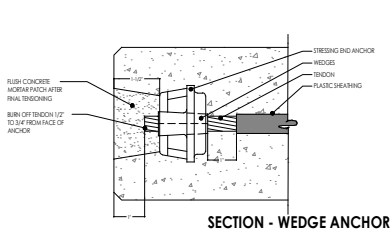
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ENLARGED COURT
PICKLEBALL PLAN

SHEET NUMBER:

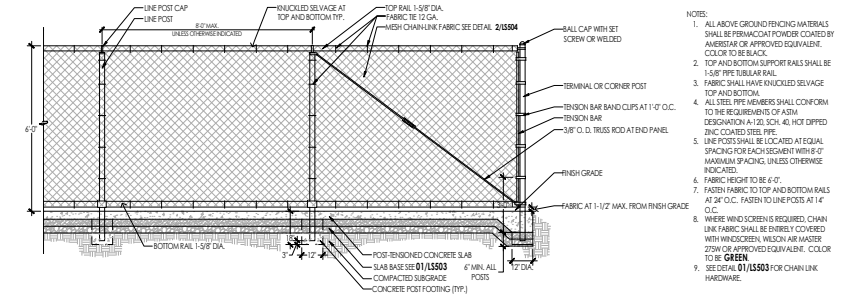
L200

LANDSCAPE



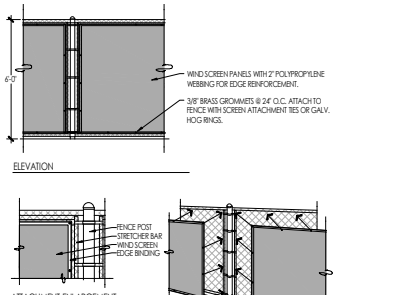


1 PICKLEBALL COURT WITH POST-TENSIONED SLAB
NOT TO SCALE



FENCE MATERIALS

FABRIC GRADE:	9
FABRIC HEIGHT:	6'-0"
FABRIC MESH SIZE:	2, 1-3/4 OR 1
POST DEPTH:	5'-0"
LINE POST LENGTH:	8'-8"
LINE POST DIAMETER:	2"
LINE POST WALL THICKNESS:	.103
CORNER/TERMINAL POST LENGTH:	9'-0"
CORNER/TERMINAL POST DIAMETER:	2-1/2"
CORNER/TERMINAL POST WALL THICKNESS:	.103



2 PICKLEBALL CHAIN LINK FENCE
NOT TO SCALE

3 PICKLEBALL WIND SCREEN
NOT TO SCALE

Project Analysis

Project: Rise Rezone
September 26, 2022

Scenario Descriptions

Scenario 1: No Change - A-5

No Change - Agriculture A-5

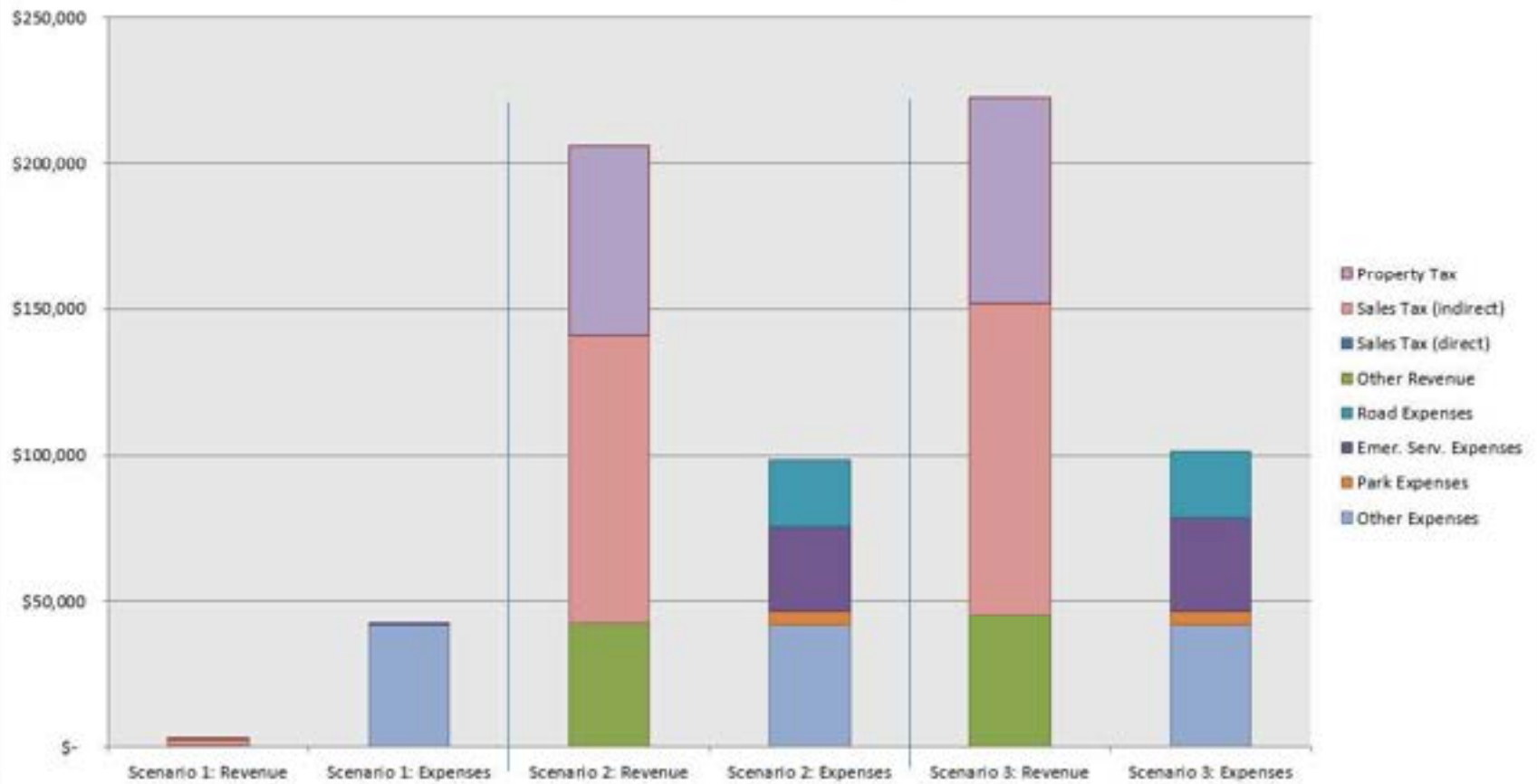
Financial Summary by Scenario

Direct Impact (General Fund)		No Change - A-5	R-M-8	R-M-8
Revenue	\$	1,029	\$ 107,112	\$ 115,434
Property Tax	\$	316	\$ 64,917	\$ 70,289
Sales Tax (direct)	\$	-	\$ -	\$ -
Other	\$	713	\$ 42,196	\$ 45,145
Expenses	\$	42,149	\$ 98,248	\$ 101,086
Roads	\$	-	\$ 22,792	\$ 22,792
Emergency Serv.	\$	461	\$ 28,949	\$ 31,376
Parks	\$	82	\$ 4,908	\$ 5,320
Other	\$	41,606	\$ 41,598	\$ 41,598
Total	\$	(41,120)	\$ 8,865	\$ 14,348
Scenario 2: R-M-8				
Multiple-Family Residential				
Per Acre	\$	(1,996.11)	\$ 430.40	\$ 696.65
Per Unit	\$	(20,559.88)	\$ 61.99	\$ 92.57
Per Person	\$	(5,826.46)	\$ 21.04	\$ 31.42
Scenario 3: R-M-8				
Multiple-Family Residential with TWELVE Additional Town Homes for City Park Improvements				
Indirect Impact				
Potential Retail Sales	\$	162,765	\$ 9,986,468	\$ 10,823,518
Sales Tax (indirect)	\$	1,653	\$ 98,714	\$ 106,986

*Other Revenue - Includes Permits, Licenses, Motor Vehicle Tax, Energy Sales & Use Tax, Telecommunications Tax, and Cable Franchise Tax.

** Other Expense - Includes all other General Fund Expenses excluding Roads, Emergency Services, and Parks.

Annual General Fund Impact



LAND USE AMMENDMENTS & REZONE DEVELOPMENT PROJECTS

INFRASTRUCTURE ANALYSIS

Project Name/Number	The Rise 10657 S 1055 W
---------------------	------------------------------

Planner Assigned	Damir Drozdek
Engineer Assigned	Jared Francis

The Engineering Department has reviewed this application and has the following comments:

Transportation: *(Provide a brief description of the access, transportation master plan and how this change affects Master Plan, condition/status of existing roadways. Determine whether a Traffic Study should be completed)*

The subject property will be accessed from River Stone Way (10840 South) in the southeast corner; River Stone Way will continue through the development and stub to the north undeveloped property. The project will also be accessed from 1055 West in the northwest corner. The development will be required to install or pay to the City a fee-in-lieu amount for the installation of the right of way improvements along the portion of 1055 West that borders the project, and dedicate the necessary right of way.

Culinary Water: *(Provide a brief description of the water servicing the area, look into deficiencies, and determine if water modeling needs to be performed at this time, look at Water Master Plan and evaluate the change to the Master Plan)*

There is an existing City owned 10" water main in River Stone Way and a 6" water main in 1055 West. With the size of the development and number of units, the water system will need to be looped. Fire hydrants will be required on site as per City standards. A water model will be required as part of the preliminary subdivision submittals.

Secondary Water: *(Provide a brief description of the secondary water servicing the area, briefly look into feasibility)*

There does not appear to be a City owned secondary water system adjacent to the project. An engineer's cost estimate may be required with development to determine if it's feasible per City code for the new development to provide a functioning secondary water system.

Sanitary Sewer: *(Attach letter from South Valley Sewer stating that this zone/land use change does not affect service and that any future project can be services by the District)*

There is a sewer main line in River Stone Way, another one in 1055 West, and there appears to be another sewer main that runs through the subject property from southwest to northeast. Sewer connection requirements will be determined by the South Valley Sewer District.

Storm Drainage: *(How will this area be services for storm drainage, kept on site, Master Storm Plan, etc. any other issues with drainage)*

In order to comply with State and City guidelines, the proposed development must retain on site, through use of approved low impact development devices and best management practices, all rainfall events less than or equal to the 80th percentile rainfall event. For storm events greater than the 80th percentile, the additional storm water must either be retained on site or discharged into an approved storm drain system. The closest existing public storm drain system is located at the end of River Stone Way, but the amount of capacity will need to be determined.

Other Items: *(Any other items that might be of concern)*

Report Approved:


Development Engineer

10/26/22
Date


Brad Klavano, PE, PLS
Director of Development Services/City Engineer

10/26/22
Date

South Jordan – Rise Townhomes Traffic Impact Study



Prepared by: WCG

Date: September 1, 2022

Executive Summary

This study addresses the traffic impacts associated with the proposed Rise Townhomes (Project) located in South Jordan, Utah. The Project is located south of South Jordan Parkway in between 1055 West and River Front Parkway. The Project proposes a total of 142 multi-family low rise units

The level of service (LOS) for both morning and evening peak hours was determined for each study intersection under every scenario. The results of the analysis are summarized in **Table ES-1** for the AM and PM peak hours.

Table ES-1: Level of Service Summary			
Intersection	Level of Service (sec/vehicle) ¹		
	Existing (2022) Background	Opening Day 2022 Plus Project no 1055 W connection	Opening Day 2022 Plus Project with 1055 W connection
AM Peak Hour			
10550 S / 1055 W	A (5.2) SB Thru	A (5.0) SB LT	A (6.1) NB LT
10840 S / River Front Pkwy	A (3.4)	A (3.4)	A (3.4)
PM Peak Hour			
10550 S / 1055 W	A (5.3) SB Thru	A (5.0) SB Thru	A (5.1) SB Thru
10840 S / River Front Pkwy	A (3.9)	A (3.9)	A (3.9)
¹ Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized intersections and the worst movement for unsignalized intersections.			

Findings and Recommendations

WCG makes the following conclusions and recommendations:

- The existing study intersections currently operate at acceptable levels of service
 - No mitigation measures are recommended for the background 2022 conditions.
- The Project proposes a total of 142 dwelling units.
 - The Project is anticipated to add approximately 984 daily trips, 58 AM peak hour trips, and 74 PM peak hour trips.
 - Two project conditions were considered. One condition contained only the access to the housing development from the east side along 10840 South. The other condition included an additional access on the west side of the housing development with 1055 West.
- With project traffic added, the study intersections are anticipated to operate at acceptable levels of service. This is true for both project conditions.
- Having a connection to 1055 West does not significantly change the overall traffic operations in the study area. Either alternative will work well. However, to improve connectivity, integrate the development into the neighborhood and provide transportation options for residents, the connection to 1055 West is recommended.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed mixed-use property (Project) located in South Jordan, Utah. The Project is located south of South Jordan Parkway in between 1055 West and River Front Parkway. **Figure 1** depicts the location of the Project. A concept land use plan is also included in **Appendix A**.

Included within the analyses for this study are the traffic operations for opening day (2022) conditions with the Project at study intersections and roadways adjacent to the Project.

B. Scope

Based on the proximity to the Project site the following intersections were analyzed to evaluate the traffic operational impacts:

- 10550 South / 1055 West
- 10840 South / River Front Parkway

C. Analysis Methodology

Level-of-service (LOS) is a term that describes an intersections operating performance during critical peak hours of the day. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 1** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle thresholds for both signalized and unsignalized intersections.

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the overall intersection LOS is reported. For other unsignalized intersections, the worst approach or movement LOS is reported. LOS is measured in seconds of delay per vehicle.

Table 1: Level of Service Definition for Intersections

LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤ 10	≤ 10	Favorable progression
B	> 10 and ≤ 20	> 10 and ≤ 15	Good progression
C	> 20 and ≤ 35	> 15 and ≤ 25	Fair progression
D	> 35 and ≤ 55	> 25 and ≤ 35	Noticeable congestion
E	> 55 and ≤ 80	> 35 and ≤ 50	Limit of acceptable delay
F	> 80	> 50	Unacceptable delay
Source: <i>Highway Capacity Manual</i> , Transportation Research Board, 2016			

Using Synchro/SimTraffic software, which incorporates the HCM methodology, WCG computed the peak hour LOS for each study intersection. Multiple runs (10) of SimTraffic were used to provide a statistical evaluation of traffic operations along the study corridor and at each study intersection. Detailed LOS and queueing reports are included in **Appendix C**.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. LOS D is generally considered acceptable for urbanized areas. If LOS E or F conditions exist, an explanation and/or mitigation measures are presented.



II. BACKGROUND EXISTING CONDITIONS

A. Purpose

The purpose of the existing conditions section is to gather existing information on roadway geometry, lane configurations and traffic volumes for the surrounding area. This information is used to help identify and quantify impacts that the Project will have on the surrounding roadway network. The existing (2022) background analysis evaluates the study intersections and roadways without any Project traffic and establishes existing traffic and geometric conditions.

B. Roadway System

The intersections are described below and shown in **Figure 2**, along with existing intersection lane configurations.

10550 South / 1055 West – This is a four-leg intersection where east- and westbound traffic movements are uncontrolled. The north- and southbound directions are stop-controlled. Each approach has a single approach lane. The posted speed along 1055 West is 25 MPH. The posted speed on 10550 South is 25 MPH.

10840 South / River Front Parkway – This intersection is a dual-lane roundabout. The 10840 South approaches lead to business parks and only have a single approach lane. The approaches along River Front Parkway have two approach lanes. Each approach is controlled by a yield sign. The posted speed along River Front Parkway is 30 MPH. The posted speed along 10840 South is 25 MPH in the southeast direction and 20 MPH in the northwest direction.

C. Traffic Volumes

WCG conducted weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak period traffic counts at the following existing intersections:

- 10550 South / 1055 West
- 10840 South / River Front Parkway

The 10840 South / River Front Parkway intersection turning movement counts were completed on Thursday August 11, 2022. The 10550 South / 1055 West intersection turning movement counts were completed on Tuesday August 16, 2022. No pandemic restrictions were in place when the counts were completed.

Figure 2 depicts the existing (2022) AM and PM peak hour traffic volumes at the study intersections. Traffic count data is included in **Appendix B**.

D. Level of Service Analysis

WCG determined that all study intersections are currently operating at acceptable levels of service as shown in **Table 2**. Detailed LOS reports are included in **Appendix C**.

E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. The 95th percentile queues were not significant. The full queuing analysis is included in **Appendix C**.

Table 2: Existing Conditions (2022) Background Peak Hour Level of Service

Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.2	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.3	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A

¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
² This represents the overall intersection LOS and delay (seconds / vehicle).

F. Mitigation Measures

As shown in **Table 2**, all study intersections are operating at an acceptable level of service. Therefore, no mitigation measures required for existing (2022) conditions.

Key

xx (xx) - Morning Peak Hour (Afternoon Peak Hour)

**SOUTH
JORDAN**

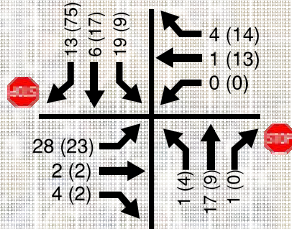
A

10550 South

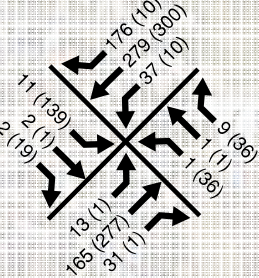
Jordan River Parkway

1055 West

A 10550 South / 1055 West



B 10840 South / River Front Pkwy



900'-0"



Existing Conditions

Rise Townhomes TIS



DATE: 8/24/2022

PROJECT: 22-130

Figure 2

III. PROJECT CONDITIONS

A. Purpose

This section describes the type and intensity of land uses planned as a part of the Project and serves as the basis for trip generation, distribution, and assignment of Project trips to the study area roadways and intersections.

B. Project Description

The Project proposes a total of 142 Low-rise Multifamily dwelling units. A conceptual land use plan for the Project is included in **Appendix A**. Two project conditions were considered. One condition included only a single point of access to the housing development from the east side along 10840 South. The other condition included an additional access on the west side of the housing development to 1055 West.

C. Overall Trip Generation, Distribution and Assignment

Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition*.

Table 3 shows the total number of trips generated by the Project. To be conservative, the entire development was assumed to be complete for all plus project scenarios.

Land Use	Dwelling Units	Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Low-Rise Multifamily Housing	142	984	14	44	58	46	28	74

Project traffic from **Table 3** was assigned to the roadway network based on the type of trip and the proximity of Project access points to regional roadways and major population/employment centers. Existing travel patterns observed during data collection and engineering judgement provided primary guidance to establish distribution percentages.

For the first project condition, 100% of the trips were distributed to 10840 South. Traffic was assigned for the opening day (2022) conditions for the Project and is shown in **Figure 3**.

The trip distribution for the second project condition for the 2022 plus project analyses was estimated as follows:

- 65% East
- 35% West

Traffic was assigned for the opening day (2022) conditions for the Project and is shown in **Figure 4**.

Key

xx (xx) - Morning Peak Hour (Afternoon Peak Hour)

SOUTH JORDAN

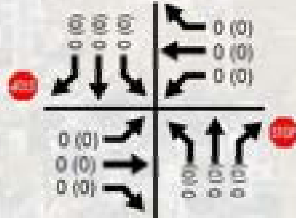
A

10550 South

Jordan River Parkway

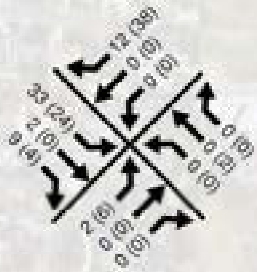
A

1055 West / 10550 South



B

10840 S / River Front Pkwy



900'-0"



Trip Generation Without 1055 West Connection

Rise Townhomes TIS



DATE: 8/24/2022

PROJECT: 22-130

Figure 3

Key

xx (xx) - Morning Peak Hour (Afternoon Peak Hour)

SOUTH
JORDAN

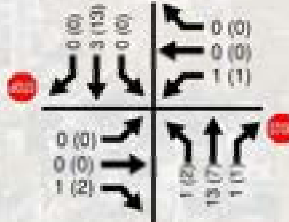
A

10550 South

Jordan River Parkway

A

1055 West / 10550
South



33%

A

B 10840 S / River Front
Pkwy



65%

B

900'-0"



Trip Generation With 1055 West Connection
Rise Townhomes TIS



DATE	8/24/2022
PROJECT	22-130
Figure	Figure 4

IV. OPENING DAY PLUS PROJECT CONDITIONS WITHOUT 1055 WEST CONNECTION

A. Purpose

The opening day project without 1055 West connection traffic was combined with (2022) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to Project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include a total of 142 residential units. Therefore, the project is anticipated to add an additional 58 (74) project trips in the AM and (PM) peak hours of traffic respectively, during the opening day conditions. **Figure 3** depicts the project traffic distribution and assignment to the roadway network.

C. Roadway Network

The project does not plan to change the existing roadway network as described in Chapter II Background Existing Conditions.

D. Traffic Volumes

The project traffic (**Figure 3**) was combined with 2022 background traffic volumes (**Figure 2**) to reflect the opening day plus project traffic volumes shown in **Figure 5**.

E. Level of Service Analysis

WCG determined that all study intersections are anticipated to operate at acceptable levels of service, as shown in **Table 4**. Detailed LOS reports are included in **Appendix C**.

F. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. No significant queueing is anticipated. The full queuing analysis is included in **Appendix C**.

Table 4: Opening Day (2022) Plus Project Peak Hour LOS Without Connection						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
10550 S / 1055 W	Stop	SB LT	5.0	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.0	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A
¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections. ² This represents the overall intersection LOS and delay (seconds / vehicle).						

G. Mitigation Measures

As shown in **Table 4**, all intersections are expected to operate at acceptable LOS. Therefore, no mitigation measures required for opening day (2022) plus project for the first project condition.

Key

xx (xx) - Morning Peak Hour (Afternoon Peak Hour)

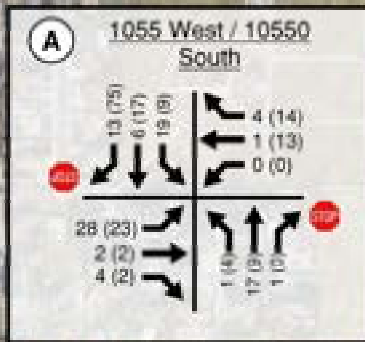
**SOUTH
JORDAN**

A

10550 South

Jordan River Parkway

1055 West



900'-0"



Opening Day Plus Project Without 1055 Connection

Rise Townhomes TIS



DATE: 8/24/2022
PROJECT: 22-130
Figure 5

V. OPENING DAY PLUS PROJECT CONDITIONS WITH 1055 WEST CONNECTION

A. Purpose

The opening day project with 1055 West connection traffic was combined with (2022) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to Project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include a total of 142 residential units. Therefore, the project is anticipated to add an additional 58 (74) project trips in the AM and (PM) peak hours of traffic respectively, during the opening day conditions. **Figure 4** depicts the project traffic distribution and assignment to the roadway network.

C. Roadway Network

The project does not plan to change the existing roadway network as described in Chapter II Background Existing Conditions. This scenario does assume a project connection to 1055 West.

D. Traffic Volumes

The project traffic (**Figure 4**) was combined with 2022 background traffic volumes (**Figure 2**) to reflect the opening day plus project traffic volumes shown in **Figure 6**.

E. Level of Service Analysis

WCG determined that all study intersections are anticipated to operate at acceptable levels of service, as shown in **Table 5**. Detailed LOS reports are included in **Appendix C**.

F. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. No significant queueing is anticipated. The full queuing analysis is included in **Appendix C**.

G. Mitigation Measures

As shown in **Table 5**, all intersections are expected to operate at acceptable LOS. Therefore, no mitigation measures required for opening day (2022) plus project for the second project condition (a project connection to 1055 West).

Table 5: Opening Day (2022) Plus Project Peak Hour LOS with Connection						
Intersection		Worst Movement ¹			Overall Intersection ²	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
10550 S / 1055 W	Stop	NB LT	6.1	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.1	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A
¹ This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections. ² This represents the overall intersection LOS and delay (seconds / vehicle).						

H. 1055 West Connection Summary

Having a connection to 1055 West does not significantly change the overall traffic operations in the study area. Either alternative will work well. However, to improve connectivity, integrate the development into the neighborhood and provide transportation options for residents, the connection to 1055 West is recommended.

Key

xx (xx) - Morning Peak Hour (Afternoon Peak Hour)

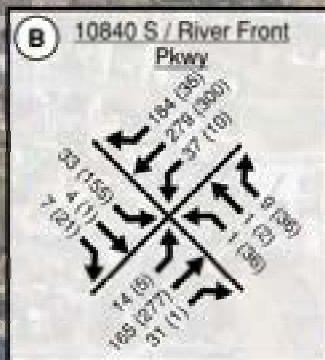
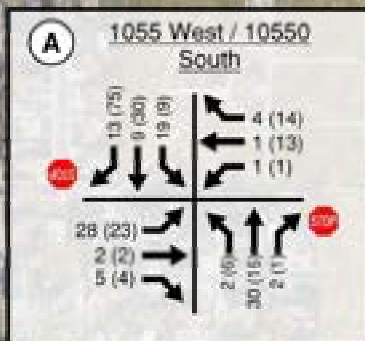
**SOUTH
JORDAN**

A

10550 South

Jordan River Parkway

1055 West



900'-0"



Opening Day Plus Project With 1055 Connection

Rise Townhomes TIS



DATE: 8/24/2022
PROJECT: 22-130
Figure 6

VI. APPENDICES

APPENDIX A: CONCEPTUAL LAND USE PLAN

Located in South Jordan

RISE
TOWNSHIPS

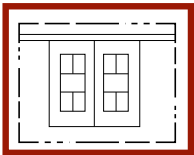


Site Plan



Unit Type Key	
Twin Homes	24
Townhomes	118
Total Units	142
Property Acreage Acreage	17.81
Density/Acre	7.97

Additional Twin Homes	6
City Park Improvement Acreage	8.7
Total Units with additional Twin Homes	148
Combined Site & Park Improvement Acreage	18.51
Density/Acre	7.99



APPENDIX B: TRAFFIC COUNTS

River Front Pkwy 10840 S
 South Jordan, UT
 8/11/2022
 2nd Thursday

Source: Elite

	River Front Parkway Eastbound Approach			River Front Parkway Westbound Approach			10840 South Northbound Approach			10840 South Southbound Approach			Pedestrians (Crossing Approach)				15 Min	Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB		
7:00 AM	1	29	3	3	26	2	0	0	2	0	0	2	0	0	0	2	69	69
7:15 AM	0	36	1	1	35	9	0	0	0	0	0	0	0	0	0	1	82	151
7:30 AM	2	31	5	4	42	15	2	0	1	2	0	1	1	0	1	0	106	257
7:45 AM	4	45	8	7	72	78	1	0	1	2	1	1	0	2	1	3	220	477
8:00 AM	3	41	10	11	63	60	0	0	6	2	0	1	1	1	0	2	197	605
8:15 AM	3	32	5	10	72	15	0	0	0	3	1	0	0	1	1	0	141	664
8:30 AM	3	46	8	9	71	23	0	1	2	4	0	0	0	1	0	0	169	727
8:45 AM	3	58	9	11	66	18	1	0	2	2	0	1	0	1	0	1	174	681
4:00 PM	0	55	1	2	74	2	4	0	7	13	0	1	0	0	0	0	160	160
4:15 PM	0	56	1	2	69	1	3	0	5	32	0	1	0	0	0	1	171	331
4:30 PM	0	53	0	4	72	1	13	0	7	33	0	6	0	0	0	0	190	521
4:45 PM	0	70	0	3	73	6	6	1	10	38	1	4	0	0	0	0	212	733
5:00 PM	1	97	0	1	84	2	14	0	14	36	0	8	0	0	0	0	258	831
5:15 PM	0	61	0	0	66	4	7	0	10	15	0	1	0	0	0	0	164	824
5:30 PM	0	69	1	2	69	1	8	0	6	10	0	1	0	1	0	0	167	801
5:45 PM	2	68	1	0	50	2	2	0	7	5	0	3	0	0	0	0	140	729

1055 W / 10500 S
 South Jordan, UT
 8/16/2022
 3rd Tuesday

Source: Elite

	10500 S Eastbound Approach			10500 S Westbound Approach			1055 W Northbound Approach			1055 W Southbound Approach			Pedestrians (Crossing Approach)				15 Min	Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB		
7:00 AM	6	0	0	0	0	0	0	3	1	1	1	2	0	0	0	0	14	14
7:15 AM	8	0	0	1	0	1	0	2	0	2	2	5	0	0	0	0	21	35
7:30 AM	4	0	1	0	0	1	0	3	0	3	1	1	1	1	0	1	14	49
7:45 AM	5	0	0	0	0	0	0	1	0	3	3	3	0	0	0	0	15	64
8:00 AM	6	0	1	0	0	0	1	7	0	2	2	2	0	0	0	0	21	71
8:15 AM	8	0	1	0	0	2	0	3	0	7	1	3	3	2	0	0	25	75
8:30 AM	6	2	0	0	0	1	0	1	0	7	0	5	0	0	0	0	22	83
8:45 AM	8	0	2	0	1	1	0	6	1	3	3	3	0	0	0	0	28	96
4:00 PM	4	0	1	0	2	1	0	2	0	1	1	13	0	0	0	0	25	25
4:15 PM	6	0	2	0	0	1	1	2	0	3	1	12	0	0	0	0	28	53
4:30 PM	5	0	0	0	1	3	0	4	0	3	1	7	0	0	0	0	24	77
4:45 PM	8	1	1	0	9	3	1	4	0	4	4	9	0	0	0	0	44	121
5:00 PM	3	1	1	0	2	8	1	3	0	3	5	31	0	0	0	0	58	154
5:15 PM	5	0	0	0	1	3	2	1	0	0	2	15	0	0	0	0	29	155
5:30 PM	7	0	0	0	1	0	0	1	0	2	6	20	0	0	0	0	37	168
5:45 PM	3	0	0	0	2	2	3	1	0	3	4	17	0	0	0	0	35	159

APPENDIX C: SIMTRAFFIC LOS AND QUEUEING REPORTS

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.1		0.1		0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	0.4	0.2		0.0		4.7	4.2	5.1	5.2	4.8	3.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.3	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	3.1	3.7	2.2	3.1	3.9	2.6	0.9	0.9	1.3	3.0	3.3	1.9

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.7

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	36	38
Average Queue (ft)	0	15	22
95th Queue (ft)	3	40	45
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	48	6	41	6	4	33
Average Queue (ft)	6	0	4	0	0	3
95th Queue (ft)	28	5	23	4	4	19
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	1.6	0.2	0.1	0.1	0.0	4.2	4.7	4.3	5.3	3.2	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)		0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.3	0.2
Total Del/Veh (s)		4.5	2.8	3.1	4.1	2.1	2.4	1.9	1.4	3.5	3.6	2.4

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.2

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	32	33	55
Average Queue (ft)	1	10	33
95th Queue (ft)	13	35	50
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	66	54	47	67
Average Queue (ft)	24	10	11	26
95th Queue (ft)	59	38	36	59
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1		0.1		0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.3	0.0		0.0		4.7	4.9	5.0	4.8	4.8	3.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.3	0.2		0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	3.0	3.9	2.2	3.1	4.0	2.7		0.8	1.2	3.0	3.6	2.2

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.7

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	38	43
Average Queue (ft)	0	15	23
95th Queue (ft)	4	40	46
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	63	5	58	18	6	54
Average Queue (ft)	11	0	5	1	0	12
95th Queue (ft)	41	3	30	10	6	39
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	1.5	0.1	0.1	0.2	0.1	4.5	4.8	4.4	5.0	3.1	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	4.2	4.8	2.2	2.7	4.0	2.3	2.6	2.6	1.4	3.6	3.2	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.3

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	9	31	59
Average Queue (ft)	0	10	33
95th Queue (ft)	6	34	50
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	85	56	46	87
Average Queue (ft)	30	8	12	30
95th Queue (ft)	71	35	38	67
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.2	0.2	1.2	0.0	0.0	6.1	4.8	5.8	5.0	5.1	4.8

1: 1055 W & 10550 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	2.9	3.8	2.2	3.0	4.0	2.7	0.8	1.3	1.2	2.9	3.8	2.2

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.8

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	23	53	45
Average Queue (ft)	1	21	24
95th Queue (ft)	10	48	46
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	47	3	48	10	6	44
Average Queue (ft)	10	0	4	0	0	10
95th Queue (ft)	37	3	22	5	5	35
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.6	0.2	0.0		0.1	0.1	4.4	4.7	2.3	4.5	5.1	3.2

1: 1055 W & 10550 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.0

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	4.3	4.7	2.8	2.8	4.1	2.3	2.7	2.2	1.4	3.5	3.5	2.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.3

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	9	33	69
Average Queue (ft)	0	17	35
95th Queue (ft)	6	42	55
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	86	52	46	76
Average Queue (ft)	29	8	12	30
95th Queue (ft)	69	34	38	63
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0
